



Civil Aviation Authority Information Notice Number: IN-2016/020



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NOTAM Policy Procedural Changes

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Licensed Aerodromes
Air Traffic:	All Air Traffic Service Providers
Airspace:	All NATMAC Representatives
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders, all Aircraft Owners and Pilots
Licensed/Unlicensed Personnel:	All General Aviation Pilots

1 Introduction

- 1.1 Over recent years an issue has emerged regarding the number of NOTAM in circulation, specifically that there are too many to analyse. ICAO have also expressed concerns over this proliferation and are focussing on ensuring that those NOTAM promulgated are appropriate and fit for purpose.
- 1.2 In order to address these problems, take account of ICAO Annex 15 change requirements and to achieve closer harmonisation with the European guidelines for Operating Procedures for AIS Dynamic Data (OPADD), the UK NOTAM policy has been updated.
- 1.3 Additionally, in response to the transition from AIS to AIM within the UK, the CAA and MOD have agreed to develop a joint and integrated approach. As such Military series messages to pilots (aeronautical warnings) will be discontinued and issued as Civil NOTAM.
- 1.4 This IN supersedes IN 2015/102.

2 Scope

- 2.1 The policy introduces procedural changes with the objective of increasing efficiency in the management of NOTAM and reducing the duration that they remain in circulation. NOTAM relating to permanent information will be incorporated into an appropriate place holder within the UK AIP by the next available AIRAC date.

- 2.2 At the time of a NOTAM proposal to NATS AIS, if the subject matter activity is known to extend beyond 90 days, an AIP change request (ACR) or supplement shall also be requested. If at the time of NOTAM origination the temporary activity is expected to be complete in less than 90 days, then an ACR or supplement will not be required.
- 2.3 The NOF staff will challenge NOTAM that do not meet the acceptable subject criteria. They may also question the validity of a NOTAM request that is for a very short period only. In the case of a dispute, the sponsor will be directed to the AIM regulator for a decision.
- 2.4 Re-issuing of NOTAM with the same contents is not recommended, the interim use of an AIP SUP or AIC should be considered. However, should unforeseen circumstances result in the temporary activity over-running the 90 day period the NOTAM may be subject to a short-term extension; originators should also consider whether it is more appropriate to submit an ACR for a permanent UK AIP change. The interests of national security override this policy.
- 2.5 Permanent information to be incorporated in the UK AIP will now include Aerodrome and En-Route obstacles, Airspace Security Warnings and Long Term Recreational Activity.
- 2.6 NOTAM acceptable subject criteria, as specified in ICAO Annex 15, will be published on the NATS AIM web-site to raise awareness that only NOTAM meeting the specified subject criteria will be processed by the NOTAM Office (NOF) for publication.
- 2.7 NOTAM describing En-route Obstacles more than 300 ft agl, that exist for longer than 90 days, shall contain additional text in field E stating that the information shall be published in UK AIP ENR 5.4 as follows:

On expiry of this NOTAM details will be included in the UK AIP ENR 5.4 – Air Navigation Obstacles En-Route.

- 2.8 Crane operators must contact the CAA Airspace Regulation (Utilisation) Section – AR(U) – with details of their obstacle. AR(U) will act as sponsor and deliver a NOTAM proposal direct to NOF for immediate promulgation. If the end date of the crane operation is known the operator should provide this to AR(U).
- 2.9 UK AIP ENR 5.4 will be enhanced by the addition of a spreadsheet aiding the identification of 'revised', 'withdrawn' and 'new' obstacles affecting the current VFR chart editions, and will be accessed through a link on the VFR page on the AIS website.
- 2.10 A new series 'K' has been created for Mil requests for En-route Obstacles less than 300 ft agl as NOTAM. The CAA has agreed with the MOD that UK NOTAM series 'H' shall be used to replace Mil 'Y' and 'Z' messages affecting the UK military low flying system.
- 2.11 A table incorporating text of airspace security warnings will be added to ENR 1.1. Text shall be inserted in field 'E' of the 'V' series NOTAM stating:

On expiry of this NOTAM details will be included in the UK AIP ENR 1.1. - Airspace Warnings by the Department of Transport.

A separate 'V' series NOTAM will be published referring users to airspace security warnings currently published in the UK AIP ENR 1.1.

- 2.12 A new series 'E' NOTAM will be established for promulgation of information for unlicensed aerodromes. Subject to an unlicensed aerodrome having a four letter ICAO identification code, NOTAM pertaining to safety related subjects that are proposed by unlicensed aerodromes may be accepted by the NOF. Otherwise unlicensed aerodromes should direct all unusual aerial activities to AR(U) for assessment and possible NOTAM promulgation.